THE SCHILLER.

[CONTINUED FROM FIFTH PAGE.]

Crane, Miss Caroline M., Washington, D. C. Urane, M., Mrs., No. 15 East Forty-third street, New York. lew York.
Caverly, Miss.
Cramer, Mr. and Mrs. Oscar, New York.
Cohrs, Mrs. Dora, St. Louis.
Cohen, Marx, Monteyuma, Ga.
Cutlow, Mrs. R., Shelbyville, Ind. Dimock, Miss S., Medical Doctor, Boston. Peckritz, Herman, Brocklyn. Seckritz, Mrs. Augusta, Brocklyn. Eisner, Miss Anna, Chicago, Ill. Eckstein, L., New York.

Eisner, Miss Anna, Chicago, Ill.
Eckstein, L., New York.
Friend, Henry, Milwaukee, Wis.
Friend, Mrs. Henry, Milwaukee, Wis.
Friend, Mrs. Henry, Milwaukee, Wis.
Frorster, Mrs. Pauline, and miant, New York.
Flacks, Miss Ella, Quincy, Ill.
Frahm, Carl, Davenport, Jowa.
Frahm, Wilham, Davenport, Jowa.
Gregory, Mrs. C., New York.
Gregory, Master Frank, New York.
Gregory, Master Frank, New York.
Greene, Miss E., Boston,
Hesse, Mrs. Marie, and infant, Brooklyn.
Herring, Mrs. Catharine, New York.
Holzhaner, Mrs. Sophia and child, Troy.
Harrison, M., Hankinsville, Ga.
Holzmaister, Mrs. L. V., New York.
Hansen, Mrs. Emma and child, Davenport, Iowa.
Hasse, Mr. and Mrs. Charles F., Davenport, Iowa.
Hasse, Mr. and Mrs. Charles F., Davenport, Iowa.
Harnt, Carist, Highland, Ill.
Hexter, Silas, Ashland, Ill.
Hurlemann, Michael, Highland, Ill.
Just, Mrs. Clara, two children and servant, No.

Just, Mrs. Clara, two children and servant, No. 613 Broadway, New York. Kornblum, Mr. and Mrs. M., three children and ervant, No. 6 Howard street, New York.
Kahn, M., Mattoon, Ill.
Kuhn, U., New York. Kahn, M., Mattoon, III.

*Kuhn, C., New York.

*Klinck, Dwight, Fruitport, Mich.

Kirchmeier, Mrs. Lina, Baltimore, Md.

Kreuber, Ferdinand, New York.

Kircher, Otto, Davenport, Iowa.

*Kern, Dr. F. J., Shenandosh, Pa.

Kohl, Wilham, Buffaio, N. Y.

Klemme, Mrs. Margaret, Davenpert, Iowa.

Klonhammer, Mrs. C., Detroit, Mich.

Lamfrom, Jacob.
Leonnardt, G. G., Augusta, Ga.
Leonnardt, M. W., Augusta, Ga.
Leonnardt, Miss Jeanle, Augusta, Ga.
Leo, Mrs. Elizabeth, Chicago.
Leu, Miss Christine, Chicago.
Ludlow, Mrs., Illinois.

Ludiow, Mrs., Illinois.

Mann, Miss F., Philadelphia, Penn.

Meyer, Mrs. A., St. Louis.

Mannheimer, Mr. and Mrs. E., and two children, Philadelphia.

Munter, Augustus, and wife, New York.

Millner, Mrs. Marie, and child, Milwaukee.

Metzger, W., Chicago, Ill. Neo, Mrs. Eliza, and two children, Hoboken,

Paulsen, P. A., Davenport, Iowa, 'ercival, Captain D. W., Boston, Reiff, Paul. New York, Ridgway, Mrs., and servant, Georgetown, Col. Reichlin, Mrs. Xavier, Detroit, Mich. *Reiderer, Mr. and Mrs. L. and child, New York. Schiltz Joseph, Milwaukee.
Stern, Henry, New York.
Schmidt, Cari, New York.
Schmidt, Mrs. C., New York.
Smith, William T., No. 477 Broome street, New

Schmidt, Mrs. C., New York.

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Stein, M., Milwaukee.
Schwarzenbach, Arnold, New York.

Stern. S., Greenville, Ill.
Stockmann, Alois, Detroit, Mich.
Schuar, Mrs. M., New York.
Schuar, Mrs. M., New York.
Schuar, Mrs. Bertha.
Selig, I., Hoboken, N. J.
Selig, I., Hoboken, N. J.
Stociting, Herm., Georgetown, Col.
Stociting, Mrs. Ida, Georgetown, Col.
Stociting, Mrs. Ida, Georgetown, Col.
Stociting, Master George, Georgetown, Col.
Spritz, Herman, Maccu, Ga.
Suppiger, Miss Adaline, Highland, Ill.
Suppiger, Master John, Highland, Ill.
Suppiger, Master John, Highland, Ill.
Schirmer, Mrs.
Schmidt, Gotried J., Chicago, Ill.
Stephan, C. T., St. Mary's, Ohio.
Scorier, Mr. and Mrs. Edward, Columbus, Ohio.
Tobin, Alexander, New York. Tobin, Alexander, New York. Uniman, Frederick, Commbus, Ohio. Veitenheimer, Mrs. Louise, New York.

Wasserman, M., New York.
Wortman, Gust., Havana.
'Weste, Leo, Philadelphia.
Weste, Mrs. Hermine, Philadelphia.
Waster, C. W., and two children, Georgetown Waiter, C. W., Co.

Ool.

Wile Joseph, Greensboro, N. C.
Waterman, A., Hawkinsville, Ga.
Waiterman, A., Hawkinsville, Ga.
Williams, Richard, New York.
Wonlers, Mr. and Mrs. Henry, and two children,
Chicago, Hi.
Williams, John, Newburg, N. Y.

ire.
Zuch, Mrs. Wlittam.
Zuch, Mrs. Margaret.
Zinkelsen, Herm, Milwaukee.
Zinkelsen, Mrs. Celine, Milwaukee.
Zinkelsen, Mrs. A. and infant, St Louis, Mo.
Ziegler, Mrs. A., and infant, St Louis, Mo.
Ziegler, Mas Dora, St. Louis, Mo. Armbruster, Louis, New York. Abrens, J., Terre Haute.

Anreas, J., Ferre Haute.
Burghard, Carl, Chicago.
Heckerh, J., Chicago.
Boanhof, John, New York.
Bohner, Albein. New York.
Breucke, Poris, Troy.
Breucke, Ferd., Troy.
Bundick, J., Chicago. Ill.
Broschwitzky, Louise. New York. Cramer, Oskar, New York. Dreuchi, J. F., Scranton.
Daner Franz, Syracuse.
Duckfield, Mrs. Susanne, New York.
Dupheide, Hermano, New York.
Detta, Michael, New York. Esser, Christ, New York. Evans, Mrs. Fanny, New York Fientje, Fred, Chicago. Vors er, Henrich, Jersey City. Funch, Kathy, New York. soldsmith, T. Newark.
Gutsche, C. W., Davenport.
Soetsc., H., Davenport.
Simmoscher, M. T., Brooklyn.
Grunberg, F. H., Germany. Holier, Joseph, New York, Harter, John, New Albany, Hoarst, M. A. New York, Henning, Mrs. Elizabeth, Williamsburg, Houynaur, Sophie, Troy, N. Y. Hauson, Herm, New York, Hause, Mrs. Sophie, Williamsburg, lig, John, Williamsburg. Jerome, Henry, New York.

*Jonn, Carl. New York.

Johns, George, New York.

Joens, John, Davenport.

Jantzen, Carl. New York. Kratzerberger, Fred, Troy, N. Y. Koppet, S., New York. Koca. Wilhelm, Rockport, Ill. Knock, Edward O., New York. Lyneel, Thomas, New York, Leyenberge, Mr., New York, Mulot, B., San Francisco.
Mitchell, Richard, New York.
Manqueen, Michael. Detroit.
Maunneimer, E., Philadeiphia.
Maner, Henry, Chicago.
Micsner, Anna, Jersey City. Nelson, E., New York. Nissen, John, Davenpo Polzock, August, New York. Picil. Carol, Williamsburg, N. Y. Percy, C. H., New York. Roeil, T. L., Brooklyn, E. D. Roach, Christian, New York, Rimmer, Thomas, New York, Roschman, T. C., Davenport, Rink, Jean, New York. Eink, Jean, New York,
Santo, Patilip, New York,
Santo, William, New York,
Santo, William, New York,
Santer, Wilhelm, Highland Falls,
Senmidt, William, New York,
Schuling, Carl, New York,
Schuling, Carl, New York,
Schueder, Landwig, New York,
Schneder, Carl, New York,
Sonbres, Fredericz, Columbus, Obio.
Steinmetz, Emilie, Hoboken,
Stracke, August, Davenport, Iowa,
Sopper, Fred, New York,
Weicher, Lonise, New York,

Weicher, Louise, New York, Winter, Sophie, New York, Well, J., Greenstoro, Wilkes, Mrs. M., Hoboken.

Zimmerman, Frederick, Highland, Zopfel, Theodore, New York,

but by the extent of human sacrifice which the wreck involved. The office of the agents was, indeed, a scene of gloom, and many spectators hastened away unable to witness longer the sad and heartrending pictures which the reading of the first despatch produced. In vain were the cierks interrogated for additional news. Their mournful answers plainly indicated that there was little reason to hope for cheering news. But it came at last, and with it the faces of the throng brightened up, and once more renewed hope seemed to have been awakened.

SCENES AT THE OFFICE.

It would be idle to depict the many painful pertacles with the company part pertacles with the company part pertacles with the company pertacles with the company part pertacles with the company part pertacles with the company pertacles with the co spectacles which the occasion gave rise to. Some of the inquirers were almost frantic with excitement; some received the news with apparent resignation, though the observer might readily detect the inward struggles which strong natures endeavored to suppress, while others gave way to the most uncontrollable grief, retiring to corners and weeping bitterly. It was, indeed, a heartrending sight, and falled not to touch the hearts even of those present who had neither friends nor relatives on the vessel. In the afternoon, for instance, a respectable looking man, named Schuhr, rushed toward the clerk's desk, stating that his wife and daughter were among the passengers, and on being informed that the names of the survivors were not yet known exclaimed, with anguish, "Oh, my God! my God! why did they go? I give up all hope; they cannot be saved." He then left, with tears coursing down his cheeks. A gentleman present stated that prior to the sailing of the Schiller a party of a dozen friends had been made up to proceed to Hamburg, but had changed their minds at the last moment. Fathers were inquiring for wives and daughters, brothers for sisters and mothers for sons, and thus the steady stream of visitors kept pouring into the office the live-long day. Between hope and fear many a heart beat quickly, and if anything could tend to allay the apprehensions of the people in attendance it was the brief, though cheering despatch, from the head of the house in Hamburg, of which this is a copy :- "Keep strong hearts; more saved." The office was kept open till an advanced hour, with the view of affording every information, and in this connection it may be mentioned that the agents of the line thoughtfully telegraphed to the chief commercial papers in Hamburg the names and residences of the German passengers.

THE SCHILLER was nine days out when she met with the catas trophe which has so stirred the entire community. Her next trip from this port was set down for the 4th of next month. She was valued at \$700,000 in gold, and was a great favorite with passengers by this line. Her cargo was estimated at \$150,000, and it was stated that she was fully insured in both American and English companies.

THE OFFICERS AND CREW
numbered 124 men all told, the names of the for-

mer being:John G. Thomas, Commander. H. Hillers, Chief Officer. E. Poleman, Second Officer. G. Freeze, Third Officer. R. Heintze, Fourth Officer. L. Faurig, Chief Engineer. F. Conrad, Second Engineer. H. Roenne, Third Engineer.

Dr. A. Boll, Physician. E. Schmettan, Purser.

J. Kundel, Fourth Engineer.

C. Putlarken, Chief Steward, first cabin. A. Felskow, Chief Steward, second cabin.

DESCRIPTION OF THE SCHILLER. The Schiller was the third built or eight fron steamers constructed on the Clyde for the Eagle line, the others being the Goethe, Herder, Lessing, Wieland, Gellert, Klopstock and Koerner. All the steamers, as will be observed, were named for prominent German authors. The Goethe was the first vessel built, arriving at this port in October, 1873. The Herder was the second. The Schiller was built at Glasgow by Robert Napier & Sons, and was launched in the latter part of 1873, making her first trip in February, 1874. The dimensions of the vessel were as follows:-Length, 375 feet; beam. 40 feet; depth of hold, 32 feet; height of spar deck, 7 feet 4 inches; height of lower deck, 7 feet 7 inches. She was of 3,600 tons burden and her machinery was of 3,000 indicated horse power. At Lioyd's and at Veritae she was rated 100 At.

The steamer was full brig-rigged, was provided with eight large lifeboats, and was divided into seven water-tight compartments. Her engines were of the compound vertical direct acting principle, had two cylinders of ten inches diameter, with four feet six inches stroke of piston, and could run the vessel fourteen to fiteen miles an hour. Her bollers were four in number, with

principle, had two cylinders of ten inches diameter, with four feet six inches stroke of piston, and could run the vessel fourteen to fitteen miles an hour. Her boilers were four in number, with six furnaces to each; shafts of sieel and eighteen inches in diameter. Her screw, of the Hirsch pattern, had four biades, was nineteen feet in diameter and had twenty-nine feet pitch. She is said to have been built according to the requirements of the Lloyd's Marine insurance, and to have possessed every known appliance for safety. She was invasibled with thirteen engines, besides the working engines, and there was a steam steering apparatus in the middle of the vessel. The first cabin, which was elegantly fitted and furnished, was situated on the main deck. The grand saloon, which extended over the entire breadth of the steamer anidships, measured forty by forty feet. Iz celling, with a raised stylight, was fourteen feet in height. This saloon contained eight duling lables, for eight persons seen. The staterooms were situated fore and aft of the saloona, from which they were entirely apparated, and were connected with the steward's department by electric bells. The second cabin and saloon were similar in situation and dimensions to the first. The steerage, which was nearly eight leet high and lighted by side windows, was partitioned in separate ections, each accommodating from six to twenty persons, in order to secure privacy for women and lamilies. The steerage also included large duning rooms, wit tables Great care was taken to secure persect ventilation throughout the sinp. The schiller; in short, ranked with the dhest ocean steam packets which do the schiller:—For London, 32 bags of letters and papers; for disagow, so bags of letters and papers; for himmory and fraris, 12 bags of letters and papers; for himmory and fraris, 12 bags of letters and papers; for himmory and fraris, 12 bags of letters and papers; for himmory and the name of the entire regular transcontinents in the nabit of conveying to the other side. A 20 cases of cigars, F. Aiexandre & Sons; 246 packages of merchandise and 5 casks of bark extract, J. H. Kossback; 4 boxes of machinery, Sax. tract, J. H. Kossback; 4 boxes of machinery, Sax. ton & Seabury; 20 baies and 6 packages of merchandise, Levisonn Bros.; 800 baies of cotton, Lenmann Bros.; 10 barrels of casings, Union line, on account of Glick Bros.; 5 cases of merchandise, 111 reapers, 25 mowers and 10 harvesters, L. P. Rose.

placed under the bammer in Germany, and the Hamburg Steamship Company is to buy them for service on that route. It is said that many people have lost large amounts by the failure of the line. The actual consolidation of the Eagle line and the Hamburg Steam Packet Company took place on the 24th of last month, and the Schiller was to have been sold on her arrival in Hamburg. The old company, it is stated, will give the shareholders one-third of the face value of their bonds.

SCENE OF THE CATASTROPHE.

The Scilly Islands form a group about thirty miles west southwest of Land's End, Cornwall, England. They consist of about forty islets and rocks. St. Mary's, to which the survivors have been conveyed, is the largest of these islands, and Hugh Town, its capital, is the seat of government Communication with the main land is maintained by regular packets. The Scilly Islands, to which alively so low—the highest land in them not exceeding 200 feet—that although when the distance is clear they may be always seen from the high ground about Land's End, they are not visible when approached from the east until you are half way over. Their first appearance is very irregular. The easternmost—viz., St. Mary's and St. Martin's, which happen also to be the two largest, sre, of course, the most conspicuous, but, as they are separated from each other by a considerable sound, several others, and other by a considerable sound, several others, and many locks, are seen through them and fill up the background. It should be observed that those only are considered islands on which there is any greensward—the rest are rocks—and that of the seles, though they are forty in number, only six are inhabited. The rocks are almost innumerable, and often of the most lantastic shapes, and the whole group, scattered as they are over inany miles of water in detached and irregular shapes, form a complete archipelago, resembling the lagoons of Venice or the coast of Norway, or reminding one of the line of the inner Hebrides which one threads between the Caledonian Canal, and Oban. As one nears St. Mary's Bryher and Sambson disclose themselves on the right, and as you round the point and stand for the harbor, St. Agnes, with its caurch, village and beacon opens out on the left; behind which again, but seven miles further west, the Bishop's Rock Lighthouse is loity and conspicuous object, of late years constructed and reconstructed on the dangerons reef of that name), and Sollly, not any land, sutjarock, and yet giving the name to the whole, form, as it were, the reargulard of the "off" Islands, on the extreme west and northwest. The wrecks en these "dogs" of Scilly, as they have been well called, have been at all times numerous and neartrending. The loss of the steamer Thames on her passage from Dublin to London, when only four out of sixty-five were saved, and of the Duro, with all hands, have been the most conspicuous of late years; but it is well known that in 1707 Str Cloudesiey Shevel's squaoron returning from Toulon, with several distinguished personages on board, went to pieces here on the "Glistone" rock, with a loss of 2,000 lives, including the Admiral. There were miraculous escapes in that catastrophe. Sir George Byng, in the Royal Anne, was so near the "Trenemer" rock that he had it under his main chains, and as the snip passed it knocked off the larboard quarter galiery. The St. George, commanded by Lord Durale many rocks, are seen through them and fill up the

wave which beat out the lights of the latter lifted the St. George from the rocks and set her afloat again.

Dangerous, however, to the outside world as these shores have ever been, Providence has made them singularly livable for their own small population. Not only are several of the islands accessible to each einer at low water, and, from the mutaal protection they afford, capable of supplying many sate anchorages, but, from the irequent encroachments of the ses, many isthmuses have been formed, of which one side or the other is always in smooth water. This is especially the case with St. Mary's, where the New Town extends literally from "the one sea to the other," and has, consequently, a double beach and a twofold scene of maritime operations. Hugh Town—a few schoolboys know it is the capital of Scilly—is a very tidy little place, having a population of 1,600, with one principal street, lying north and south, a good roadsted, a modern Goinc church, two very tolerable inns, an ugif dwarf windmill, perched on the hill immediataly above the church, and sooling both it and the general view of the town; a fine Elizabethan fortress, which, Jough ungarrisoned new, would make quarters that any regiment might covet; some excelent photographic anops and a few smart private residences.

SERTCHES OF THE OFFICERS.

Captain John G. Thomas, of the Schiller, was a native of Frankfort-on-the-Main and about fortytwo years old. He was a bachelor and for many years commanded the steamships of the Oriental and Peninsular Steamship line. He enjoyed the reputation of an experienced and excellent seaman, thoroughly fitted to command a ship.

Mr. H. Hillers, the cnief officer was about forty-

five years old, married, and formerly commander of saffing vessels. His family reside in Germany. Mr. E. Poleman, the second officer, was formerly in the service of the Hamburg line of steamers He was about thirty years old, and a fine, robust

L. Fahrig, the chief engineer, had a wife and two children, who reside in Hamburg. He was a

the salling of the steamer, telegraphed that he was sick at Philadelphia and unable to join his vessel. In this strait the services of Dr. A. Sandera, of the steamer W. A. Scholten, belonging to the Netherlands-American Steamship Company, were obtained. He was a native of Rotterdam, in Holind, and gradinated at Utrecht. His first trip on the line was in 1872, on the Rotterdam, under Captain Huess. He recently had a providential escape from being sunk by ice on the Scholten, which arrived in this port after a protracted voyage, in which said vessel, after batting the ice fer many days, arrived in port with her forward compartment broken and filled by water. He was considered a young man of unusual premise and his trip on the Scholten was merely to occupy his time while the Scholten was repairing, as she now is, in New York. His intention was to return to Europe with the Scholten when she was repaired.

Fourth officer Mr. R. Heintze is a native of Mecklenburg, and this was his first voyage in the employ of the Eagle line.

Probably the most prominent of the passengers by the Schiller is Consul W. Zach, who was for a long time Vice Consul of the German Empire, in this city, and is very well known among the Ger man residents of this city. A year or two ago he was transferred to Havana, where he represented the German Empire until his departure for Europe via New York. He obtained a short leave of absence and came here to embark on the Schil ler, taking with him his wife and dangnier. Mr. Zach was a native of Frankfort-on-the-Main, where he has many rela-tives. His wise belonged to a highly respected family in Berlin. His daughter was a

spected family in Berlin. His daughter was a bright young girl about ten years old. Mr. Zach was about forty-five years old. Aman of prepossessing appearance and popular manuers and sound education.

Mr. Joseph Schiltz, of Milwaukee, was quite a prominent brewer in that city. He was President of the Scalitz Brewery Company, and also of an important bank. He was reputed to be quite wealthy, and was a strong fine looking man, in the prime of life. The trip was to be merely for pleasure.

Three young ladies who went together were Miss E. Greene, from Boston; Miss Caroline M. Crane, of Washington, and Miss S. Jumock, M. D., also from Boston. They were intimate friends, bent on enjoying together the pleasures of a European tour. Miss Dissock was a physician in the "New England Hospital for Women and Children," and quite a prominent lemale doctor. Miss Greene is said to be the niece of the American Minister in Italy and Miss Caroline M. Crane was a niece of Senator Edmunds engaged passage for the young ladies.

Mrs. Marie Hesse is the wife of Dr. Richard Hesse, of No. 191 State street, Brooklyn, and the daughter of Mr. J. Kittel, of the firm of J. Kittel & Co., Nos. 26 and 28 Barciay street. See was only twenty two years old and her child was only one year old.

Mr. B. B. Caverly was formerly Secretary of the

twenty-two years old and her child was only one year old.

Mr. H. B. Caverly was formerly Secretary of the Bavarian Legation at Peru. His widow and daughter. Miss Amy Caverly, were on a visit to Europe for the sake of her daughter's health. Sake is well known in the social circles of this city and Washington as an accomplished lady. The Caverlys were travelling to company with Mrs. Ridgeway and her son-in-law, Mr. C. W. Waiter, and two children. They reside at No. 15 East Forty-third street. Mrs. Caverly is a daughter of Judge Nathan Crosby, of Lowell, Mass., and has lived with him.

Posen, Prussia. He went purely for pleasure, intending to return in July.

Captain D. W. Percival, of Boston, formerly of the bark Sicilian, was on his way to take charge of the ship Helen Morris, of Boston, at Hamburg.

Charles W. Waiter, a weaithy owner of a caemical manufactory in Greenpoint, was about forty years old. He was a widower, and was accompanied by two children, aged six and eight respectively.

Mrs. E. Neo and her two young children, re-ported lost, resided in Garden street, between Third and Fourth streets, Hoboken. Her husband is an advertising agent. She went to make a short stay in Europe, intending to return home im-proved in health. The lamily used to live in Wash-ington street, and all the members were held in high esteem.

stay in Europe, intending to return home improved in health. The tamily used to live in Washington street, and all the members were held in high esteem.

Mr. Winter, of Chicago, his wife and three children, were on board and are believed to have perished. They stopped for several days prior to the saling at the Eagle Hotel, and promised to return before long. The children were quite young, one of them being a mere babe. Mr. Winter was forty-five years of age, and kept a large saloon in Onicago, where he was widely known.

There also stopped in company with the Winter family Mr. John Hecker, of Lexington, Ky, and George Gembrecht, of Tosania. Hecker was a young man of twenty-five, and Gembrecht some-wast older. They, too, fell victims to the cruel fate, in the height of their hopes of transacting business in Europe and of returning safely home to tols country.

Mr. Paul Reiff, whose name is missed from the list of the saved, was a young man of great promise, well known in Hooken. He is a native of Switzerland and came to this country a few years ago in connection with the silk trade. His father is one of the wealthliest and most extensive silk manufacturers in Switzerland. The missing genisman usually transacted business in New York, but resided in Garden street, Hoboken, and had a large circle of friends.

Mr. Selig and wile, who are registered on the passenger islst as residents of Hooken, have resided in Brooflyn for several years. They formerly kent a store at the southwest corner of Fourth and Washington streets, Hoboken, Many of their old acquantances were eagerly inquiring about their fate, in Hoboken, yesterday.

Mr. A. Becker and wife and servant were also in the passenger list. Mr. Hecker was at one time engaged in the wnolesale liquor business with the alrm, of Becker & Ellis, the was about sixty years old, had retired from business and lived at No. 56 West Fifty-sixth street, mrs. Becker, who was a native of Bavaria, was about fifty years old. They had crossed the ocean already eight times, and this

years in their employ, was a second cashs pas-senger.

Mrs. Lina Kirchmeyer was the wife of Mr. Kirch-meyer, a jeweller in Baitimore. She was a native of Broppard, on the Rhine, and about twenty-eight years oid. She had no chidren. She intended to return to ber native city to visit her pareats, whom she had yearned to see for many long, weary years. She has a number of relatives in New York, among others a consin, Mr. W. Kretzsch, who is engaged in business in Fulton street.

New York, among others a coust, Mr. W. Kretzsch, who is engaged in business in Fulton street.

Mr. M. Kornblum, who was accompanied by his wife, three children and a servant, was in the paper business at No. 6 Howard street. He was a young man of only thirty, a native of Cracow, Austria, and lived in Brooklyn, where his family were well known among the Hebrew residents. The eldest of his culdren was only five years. Like most of the other passengers, they meant to visit their relatives and friends and went, generally, for pleasure.

Herrman Zinkersen, his wife and daughter, Ceine, belong to one of the best German ramilies in Milwaukee. They were highly popular in the musical and literary circles of that place. Mr. Zinkersen, who was at one time a bookseller and music publisher, had retired from business. His daughter was a charming young lady, who had many warm admirers and friends. Mr. Zinkersen was about fifty years old, and most of his relatives resided in the northern portion of Germany.

natives resided in the northern portion of Germany.

Mr. S. Stern, of Greenville, ill., was a Hebrew, about twenty-eight years old, unmarried, who came to this country some years ago from Wurtemburg. He travelled in company with Mr. M. Kabn, of Mattoon, ill., who came to this country from South Germany. He was about thirty-five years old, and an active business man.

Miss Louise Vettenheimer was a blooming girl, about twenty-two years old, who had been only two or three years in this country, and hived during that time with some relatives in Harlem. Her parents reside in Frankfort-on-the Main, and she intended to join them, as they could bear her absence no longer.

Mrs. H. Purst and child formerly resided at No. 166 South Filth avenue, where Mr. Fürst carries on the cap business. Mrs. Pürst, who was intensely beloved by her husband, was a young, attractive woman of thirty-three years, and a native of Frussia. Her child—it was her only one—was a little girl three years old. Mrs. Fürst intended to visit her mother in Berlin and to return in the autumn.

Mrs. Sophie Hoizhausen, aged twenty-six, was

was a little girl time by basis old. Mar. Furst in teaded to visit ber mother in Berlin and to return in the autumn.

Mrs. Sophie Hoizhausen, aged twenty-six, was the wise of a cutier, in Troy, N. Y., and a second cabin passenger. She was accompanied by her little boy, two years old. She went abroad for the sake of her health and to visit her parents at Giessen. A sister and three brothers or Mrs. Hoizhausen reside in this city.

Mr. W. T. Smith was a well known business man, an importer of hosiery at No. 477 Broome street. He was about thirty-eight years old and resided in Plainfield, N. J., where he has left a wife and child. He went on business.

Mrs. Louisa Holzmaister was the wife of Mr. Hoizmaister, glove importer, in Broadway. She was a young, accomplished woman of the most flattering prospects, and had only been married this spring. She was well known in German society, being highly esteemed for her genial nature and hospitality.

Mr. J. Bruner was an importer of dry goods at

two calidren, who reside in Hamburg. He was a Prussian, about thirty-live years old, and enjoyed an excellent reputation. He formerly served on steamers plying between Hamburg and Vaiparaiso and Hamburg and Zanzibar. E. Schmetten, the pursuer, forty years old, was an old Hamburg merchant. Dr. A. Boli, the spip's doctor, three hours before the saling of the steamer, telegraphed that he was sick at Philadelphia and unable to join his vessel.

Ar. and Ars. Deckritz, of Brooklyn, intended to remain abroad three years and to visit their relations.

Mr. and Mrs. Dechritz, of Brookiyn, intended to remain abroad three years and to visit their relatives at Dreaden and other places. Mr. Dechritz was a man of sixty-five years, who had been suffering greatly from rheumatism and thought his health would be benefited by the change of air. One of their sons is a bookkreeper in a well-known German house in Duane street.

Among the steerage passengers there were but few whose relatives furnished information yesterday in regard to their circumstances. John Evans, a shoemaker, of 129 Bieceker street, cailed at the office of the steamship line to inquire about his wife and boy (the latter three years old), who went on a visit to relatives in England, and George Duckfield, a shoemaker, at the same address, and a wife and four beloved children en board. They were to rejoin als inter's family in Bristol, England.

The many Nierati who frequent Mouquin's restaurant will be sorry to hear that "Henry," who was the headwaiter for a long time, was on the Schiller, and heartily wish that he may be among the rescued.

Mrs. Maris and Miss Bertha Schuhr, a barber in East Twenty-third street.

Mr. Oscar Cramer, a photographer, of East Eighteenth street, and his wife were also among the passengers.

It is curious to note that ex-Senator Schurz and family sailed on the Hamburs steamer Pommerania, which departed on April 29, only one day after the Schiller. But for the dunner and serenade given to him in this city he would have chosen the earlier vessel.

Among those on board about whom nothing definite could be ascertained, but whose names are to be found in the directory of this city, are the following:—

Ferdinand Kreuter, optician, No. 166 East Hous-

Ferdinand Kreuter, optician, No. 166 East Hous-

on street.

Mr. and Mrs. Ludwig Riederer and child.

Louis Selig, flowers, No. 494 Broadway, and Mrs. Selig. Michael Harrison.

Michael Harrison. Marx Cohen. Frederick Uhlmann, merchant, No. 59 Broad Frederick Unimaria, and Mrs. Haase, No. Charles F. Haase, phraician, and Mrs. Haase, No. 242 East Tweith street.
Carl Frahm, shoemaker, No. 10 King street.
William Kohl, machinist, No. 247 Tuird street.
Mr. and Mrs. Henry Wohlers and two children.
Godfried Schmidt, cabinetmaker, No. 105 Second

Christian Stephan.

Mrs. Auguste Ziegier and Infant.

Mrs. Hesse, who had an infant, was the wife of a weil known Brookirn doctor, and who is President of the Germania Club. See was married about two years ago.

Dwigat Klinck, of Fruitport, Mich., is brother of the weil known Deputy Sgrveyor of the port, George Klinck.

Mr. E. Mannheimer, a dry goods merchant in Broadway, is accompanied by his wife and two children.

THE NEWS IN HOBOKEN. Although the gloomy tidings of this terrible dis-

aster will bear a load of grief to every quarter of this country and to many a home in Germany, yet nowhere will the sad news draw forth so many sears as in the little city of Hoboken. It was from that place that the Schiller sailed; it was there that a large number of the lost passengers were Zopiel, The Jordore, New York.

The News In the City.

The news in the second of Section Broat, Soo bases of machinery, Saxton & Seabury; 20 bases and 6 packages of machinery, Saxton & Seabury; 20 bases and 6 packages of machinery, Saxton & Seabury; 20 bases and 6 packages of machinery, Saxton & Seabury; 20 bases and 6 packages of machinery, Saxton & Seabury; 20 bases and 6 packages of machinery, Saxton & Seabury; 20 bases and 6 packages of mericinandise in the Seabury; 20 bases and 10 bares of machinery, Saxton in the West With Seabury; 20 bases and 10 bares of machinery, Saxton in the West With Seabury; 20 bases and 10 bares of machinery, Saxton in the West With Seabu acquainted, and had hosts of relatives and friends.

the receipt of later telegrams confirming the report a gloom of sorrow was thrown over the whole community. The offices of the steamship company and the Eagle dock were besieged by persons of every class, and the most pittid appeals were made to the officials for some definite particulars of the catastrophe.

THE CITY OF CHESTER ALL RIGHT.

A great dear of anxiety was created a lew days ago by the publicity given a rumor to the effect that the City of Chester, of the Imman line, which sailed from this port on Saturday a week ago yesterday, crowded with passengers, had founyesterday, crowded with passengers, had foundered when out but a day or two. Among
the Chester's passengers were and are
David Dodd and Patrick Doyle, both
well known members of the New Jersey Assembly,
and Mr. James F. Bond, President of the Newark
Board of Assessment and Revision of Taxes, besides Hon. William Wright and other Newarkers.
The families of these gentlemen have been greatly
alarmed over the rumor referred, and yesterday
their lears were quieted by a despatch received
from New York by Colonel Countois, stating that
the Scotia had spoken the Chester twenty-four
hours after the time of the rumored foundering.
Everything goes to show that the rumor was
wholly groundless.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE



NOTICE TO CAPTAINS OF VESSELS ENTER-YORK HERALD has adopted a distinguishing Coston night role fireals has adopted a distinguishing consumations signal for use on board the Harald steam yacht, showing white burning the colors red, green, red, changing from one to the other in succession, and can be seen several miles distant. Captains of vessels upon seeing this signal will oblige us by preparing any marine news they may have for the Ship News Department of the

vessels, care of Hunald news yacht, pier No 1 East River, New York. Letters received from all parts of the world and promptly delivered. Duplicates are re-

ALMANAC FOR NEW YORK-THIS DAY.

PORT OF NEW YORK, MAY 8, 1875.

CLEARED.

Steamer Prof Morse, Stead, London-International Ocean Telegraph Co.
Steamer Main (Gerl. Leist. Bremen via Southampon-Oeirichs & Co.
Steamer City of Austin, Eldridge, Galveston via Key West-C H Mallory & Co.
Steamer Cortes, Freemap, New Orleans-Clark & Seaman. Seaman. Steamer Herman Livingston, Nallory, Savannah...W R Garrison. B Garrison.
Steamer Charleston, Berry, Charleston—J W Quintard & Co. Steamer Charleston, Berry, Charleston—J W Quinsteamer Benefactor, Woods, Wilmington, NC—Wm
P Clyde & Co.
Steamer Wyanoke. Couch, Norfolk, City Point and
Richmond—fild Dominion Steamship Co.
Steamer John Gibson, Winters, Georgetown, DC—J C
Kenyon.
Steamer Hatteras, Swift, Baltimore—Old Dominion
Steamer Kxperiment, Allen, Philadelphis—James
Hand.

Steamer Kxperiment, Allen, Philadelphis—James
Hand.

Hand.

Steamer Gen Whitney. Wellett. Boston—H F Dimock.
Ship Valparaiso, Manson. San Francisco—Sution & Co.
Bark Diana (Nor), Both. Coca for orners—C Tobias & Ca.

Bark Carmelita & Ida (Ger), Jenson, Hamburg—
Funon, Edye & Co.

Bark Lord Baitimore (Br), Huxtord, Rio Janeiro via
Richmond—Pendergast Bros & Co.

Bark Morning Star (Br), Shson, St Jago—Wavdell & Co. Bark Richard Pearse (Br), Bartaby, Fernandina-J P

Brig Emily (Br), Biddle, Belize-Wm Jex & Co. Brig F H Odiorne (Br), Renault, Antigua-Perkins & John Brig Bthei Belton (Br), Heney, Cardenas—Heney & Parker,
Brig J D Tupper (Br), Reese, Halifax, NS—C W Ber-Brig Para (Br), Stevens, Hillsboro, NS-P I Neytus & on. Brig Beauty (Br), Sinclair, St John, NB-P I Nevius & Son.

Brig Castillian. Owens, Norfolk—Jas E Ward & Co.
Sehr Lney D. Hall, Ringston, Ja—A H Solomon & Co.
Sehr North America (Br), Joyce, Humacoa—Hatton,
Watson & Co.
Schr F A Scholtz (Gert, Scholtz, Liverpool, NS—L P
Brigham.

acta. Coombs. St John, NB-H W Loud & Co. Schr Annie B (Br), Secord, St John, NB-Heney & Parker. Hehr Annie P Chase, Poole, Cedar Keys-H W Loud & Schr Hattie L Puller, Smith, Brunswick, Ga-Warren Ray. Schr Thomas Eliis, Keily, Dennisport—J P & J C Rob-

seon. Schr Plymouth Rock, Parker, Boston-I B Gregg. Schr Osprey, Crowley, East Weymouth-Jed Frye & Schr Wm H Bowen Dill, Providence—H W Jackson & Son. Schro C Acken, Toms, Stamford—Stamford Manufac-turing Co. Shop R Morgan, Johnson, Cedar Keys—Overton & Hawkins.

ARRIVALS

REPORTED BY THE HERALD STEAM YACHTS AND REBALD WHITESTONE TRIBGRAPH LINE.

Steamer Bhein (Ger), Brickenstein, Bremen April 24 via Southampton 77th, with make and 525 passengers to testricibe & Co. Experienced strong westerly gales with high sea to lone 60 vi from thence easterly winds: May 3, lat 45 35, ion 39 40, passed bark Jenny (Ger), from Bremen for New York: 8th, of Fire Island, passed steamers Adriatic, Erin, France, Victoria and City of Faris, all bound east.

for New York: 5th, off Fire Issand, passes steamers Adrate, Eria. France, Victoria and City of Paris, all bound cast.

Steamer Cleopatra, Bulkiey, cavannah May & with make and passengers to Murray. Ferris & Co.

Steamer Benefactor, Woods, Wilmington, NC, 80 hours, with naval stores and cotton to Wm F Clyde & Co. May 7, off Cape May, passed Us steamer Powhatan, with a monitor in tow, bound 8.

Bark Francisco Ballagamba (Ital), Borzone, Bristol 85 days, in ballast to Slocovich & Co.

Bark Virginia (Ital). Nencole, Leith 64 days, with coal to oracr: vessel to J C Soager.

Brig Due Figlie (Ital). Inzerillo, Cette 83 days, with wine. &c., to order; vessel to Funch, hdye & Co.

Brig Neile, Higgins 8t Croix 15 days, with sugar and molasses to Roche Bros & Co.

Brig Magenta (or Windsor, NS), Lockhart, Sagua 10 days, with sugar to Grinuell, Minturn & Co; vessel to Sempson & Shaw.

Schr Louiss F Mallory (of Portland, CO; Stetson, Ponce, PR, 16 days, with sugar and molasses to U & & Parmstron; vessel to Bentley, Gildersiceve & Co.

Schr Prasire Bird for st John, NB, Heistrom, Havana 12 days, with sugar to Murphy & Co; vessel to F I Neviss & Soh. Was 5 days north of Hatteras, with strong NW and NE winds. and NE winds.

Schr Kate V Aitken (of Cape May), Brower, Matanzas 10 days, with sugar to Moses Taylor & Go; vessel to mas-

Schr Arietis (of Key Westi, Lowe, Key West 7 Saya, with pineapples to F7 Monteil & hon: vessel to Benner & Fincaney.

behr Dick Williams, Campbell, Jacksonville 7 days, with lumber to master. Is bound to Newara, with lumber to master. Is bound to Newara, sech Ben, Severilge, Wilmington, NC, 8 days, with cotton and naval stores to E 8 Powerl, sech J Chauncey Crafts, Greeley, Richmond, Va, for Boston. ston. schr A F Kindberg, Horton, Alexandria for New Ha-

schr A F Eindberg, Horton, Alexandria for New Haren. 20 den den den den Virginia.
Schr Bebecca Einght, Leek, Virginia.
Schr B F - Stockton, Abrams, Virginia.
Schr M Vance, Lee, Virginia.
Schr Wake, Johnsen, Virginia.
Schr Wake, Johnsen, Virginia.
Schr Joseph & Franklin, Hawkina, Virginia.
Schr Eila Eddire, Buller, Virginia.
Schr Eila Eddire, Buller, Virginia.
Schr Eila Worden, Young, Virginia.
Schr A H Hill, Duncan, Virginia for Boston.
Schr A H Hill, Duncan, Virginia for New Haven.
Schr A Parker, Baltimore,
Schr B Parker, Parker, Baltimore for New Haven.
Schr B Parker, Parker, Baltimore, New Haven. Betavia via Bermuda, which arrived 5th and anchor at sanuy Hook for orders, came up to the city FM the 8th.

By Bark Gastano Repetto (Ital), from Dublin, which arrived id inst and anchored in Gravesend Bay, came PASSED THROUGH HELD GATZ.

BOUND SOUTE.

Steamer City of New Bedford, Pish, New Bedford for New York, with mose and bassengers.

Steamer Tille, Ewing, New London for New York, with mose and bassengers.

Steamer Usiance, Walden, Providence for New York, with mose and bassengers.

Brig Josephine (Br), Gavon, Boston for New York, in Brig Josephine (Br), Gavon, Boston for New York, in ballast, to master. Schr Excelsior, Blydenburk, Cold Spring for New Sehr Excelsior, Blydenbork, Cota Spins, York, sehr Dolly Varden. Smith, Riverhead for New York, with applies to Snow & Co. behr Roamoke, Hathaway, Taunton for Hoboken, Sehr Mary H Mifflin, Willard, Fall River for New Sehr Mary H Mifflin, Willard, Fall River for New Sehr Mary H Mifflin, Willard, Fall River for New Sehr Mary H Mifflin, Willard, Fall River for New Sehr Mary H Mifflin, Willard, Fall River for New Sehr Mary H Mifflin, Willard, Fall River for New Sehr Mary H Mifflin, Willard, Fall River for New Sehr Mary H Mifflin, Willard, Fall River for New Sehr Mary H Mifflin, Willard, Fall River for New York, Sehr Mary H Mifflin, Willard, Sehr Mary H Miff Schr Oliver Scofield, Dissosway, New Haven for Baltimore. Schr John H Chaffee, Newell, New Haven for New or Mary A Brown, Brown, Glenwood for New York, ir Laura's Watson, Watson, Providence for New Schr Laura S watson, wasson, revenue York.
Fors.
Schr Orozimbo, Hall. Providence for New York.
Schr Henry Friend, Friend, Glouester for New York.
Schr Henry Friend, Priend, Bedford for New York.
Schr Boston, Nickerson, New Bedford for New York.
Sinhe Highlander, Wood, Provinced in New York.

Schr G S Lovell, Pall River for New York. Schr Wm Gray, Allen, Providence for Newburg. Schr Susan Ross, Ross, Providence for New York. Schr Velocipede, Chapman, New London for New

Schr Velocipede,
Schr GF Day (Br), McBride, Cornwalls,
Schr GF Day (Br), McBride, Cornwalls,
Schr GF Day (Br), McBride, Cornwalls,
for New York, with polatoes to CW Bertaux; Yesser,
DR De Wolf & Co.
Schr Alexander, Heath, Providence for Philadelphia,
Schr Alexander, Heath, Providence for New York,
Schr MP King, Jarvis, Frevidence for New York,
Schr Highland, Lynch, Providence for New York,
Schr Emima & Elien, Pox, New Haven for New York,
Schr AT Rowland, Rowland, Frovidence for New York,
Wester AT Rowland, Rowland, Providence for New York,
Schr Ling Rowley Rowley, New York,
Schr Rowley, Rowley York,
Schrift Rowley, New York,
Schr Rowley, Rowley, New York,
Schr Rowley, New York,
Sch Rowley, New

YORK. M W Roberts, Reberts, New Haven for New York.
Schr Justice, Hall, Bridgebort for New York.
Schr Bescus, Kelly, Providence for New York.
Schr Rescus, Kelly, Providence for New York.
Schr Rescus, Relly, Providence for New York.
Schr A Haller, Wiler, New Haven for New York.
Schr A Wiley, Wiler, New Haven for New York.
Schr W A Crocker, Crocker, Boston for New York.
Schr W A Crocker, Crocker, Boston for New York.
Schr George W Whistler, Keete, Taunton for New
York.
Schr N E Carroll, Thompson, New Haven for Baltimore.

BOUND BAST. Us revenue cutter Grant, Silcer, New York for Boston, Steamer United States, Davis, New York for Fall

Schr L & Rose, Rose, Philadelphia for Boston.
Schr L bert Mason, Rose, Georgetown, DC, for New
Haven.
Schr W L Eikins, Ludium, Georgetown, DC, for New Haven.
Schr J F H Langreii, Flowers, Virginia for New
Haven.
Schr Kate McLean, Sammis, New York for Hunting-

Schr Joseph W Alien, Hart, New York for Boston.
Schr Joseph W Alien, Hart, New York for Boston.
Schr Sparkling Sea, Chase. Hoboken for Boston.
Schr Db Everst, Saunders, Hoboken for Boston.
Schr Thos Hix, Hall, Hotoken for Boston.
Schr Kettle Unshing, Irving, Weehawken for Salem.
Schr Keitle Unshing, Irving, Weehawken for Salem.
Schr Eliza Kelly, Hoboken for Providence.
Schr Chase, Ingraham, New York for Boston.
Schr Entire, Kinnear, Weehawken for New Bedford.
Schr A V Kindberg, Worden, Alexandria for New Ha-

yen. Schr Lucy Church, Pierce, Weehawken for Providence. Schr Cxar, Nixon, Philadelphia for Boston.
Schr Mw Drew, French, Hoboken for Belfast.
Schr America, Miler, Rongout for Roston.
Schr Gloucester, Hawkins, Hoboken for New Haven.
Schr Gloucester, Hawkins, Hoboken for New Haven.
Schr Mary Clark, Cameron, Elizabethport for Selem.
Schr Mohn Crockford, Hart, Hoboken for New London.
Schr John W Bell, Swift, Hoboken for New London.
Schr John W Bell, Swift, Hoboken for New London.
Schr Allie Oaker, Marsden, Weehs wken for Boston.
Schr Harietta, Linden, Newburg for Apponaug.
Schr B Arcularius, Lord, Rondout for Boston.
Schr Hawatha, New York for Newburpport.
Schr Sarah B Buckley, Buckley, New York for Westport.

Soft Sarah B Buckley, Buckley, Aver Let 19 respect
Soft Lavinia Jane, Nort, Hoboken for New London,
Schr Palma, Weeka Hoboken for Providence,
Schr D Franklin, Beebe, Hoboken for New London,
Schr Dr Franklin, Beebe, Hoboken for New London,
Schr Ac Acker, Woodhull, Albany for Riverhead.
Schr Ac Acker, Woodhull, Albany for Riverhead.
Schr Henrietta, Smith, Hoboken for Salem.
Schr Achle Beile, Baldwin, New York for Boston.
Schr Asher S Parker, Carpenter, New York for GlenCove.

Cove. Schr Dart, Williams, Elizabethport for Stamford. SAILED.

Steamers Adriatic (Br), for Liverpool; City of Paris (Br), do: Eria (Br), do; France (Br), London; Victoria (Br), Glasgow; state of Nevada (Br). Antwerp: Claribet (Br), Port au Frince, &c; City of Austin, Galveston and Koy West; Cories, New Oriesus; Herman Lavingston, Savannah; Charjesion, Charleston: Benefactor, Wilmington, No; Wyanoke, Richmond, &c; John Gibson, Georgetown, DC; Hatteras, Baltimore; Experiment, Fhiladelphia; scars Resalte (Br), Harbor Island; Clara Montgomery, Kingston, Ja.

MARITIME MISCELLANY.

APP See cable news.

By For wreck of steamer Schiller (Ger), from New York for Hamburg, and loss of nearly all on board, see general news columbs.

Shiff Gank Cock, Stoddard, at San Francisco April 25 from Hong Kong, reports:—April 4 uridnight, it came on to blow; split foresail, mainsail and jib; had strong gale for two days. On the 6th, at 8 AM, saw a craft with signal of distress under our lee. Rant to her and found her to be a Japanese junk—a complete wreck, laid our main topsall to the mast, and took from her the entire crew, twelve in number, lat 58, lon 64 50 E. From that time to the 16th had strong breezes. On the 16th had a very heavy gale from NNW; split lower fore and main topsalls; ship under bare poles, and straining very much; washed away cook houses; also started the water tanks and cargo in lower hold. On the 19th more moderate; repaired damages as far as possible.

Scha lavang, from Cape de Verds for New Bedford, qe.

water tanks and cargo in lower hold. On the 19th more moderate, repaired damages as far as possible.

Schr Inving, from Cape de Verds for New Bedford, quefore reported ashore on Nantacket, has been got off, and will be towed to New Bedford. The oil on freight was got out, only one cask being damaged.

Baltimore, May 8—Steamer Mimosa (Br), the ploneer vessel of the Baltimore and Rio Janeiro line, sailed today for Rio Janeiro with mais and a full cargo.

QUEREC, May 8—Captain Scert, of steamer Phonician (Br), which arrived last night from Glasgow, reports to the bark Constance, of Greenock, on the outside of a field of ice, all well: 35th, 5 PM, in lat 46 30, on 60 for 10 field of ice, all well: 35th, 5 PM, in lat 46 30, on 60 for 10 field of ice, all well: 35th, 5 PM, in lat 46 30, on 60 for 10 field of ice, all well: 35th, 5 PM, in lat 46 30, on 60 for 10 field of ice, all well: 35th, 5 PM, in lat 46 30, on 60 field of ice, all well: 35th, 5 PM, in lat 46 30, on 60 field of ice, which set of 10 field of ice, which set on 60 field of ice, which set of 10 field of ice, which extended from 30 miles west of N. Faul to 3 miles northeast of Bird Nock, on May 5, when the Funnician got clear.

Sas Francisco, April 30—The Prench bark Yokohama

clear.

San Prancisco. April 30—The Prench bark Yokohama wentinto the dry dock yesterday, and a survey was held on her, when it was pronounced that she should be atripped, calked, trensited, and remetalled and refastened throughout, all being rendered necessary by severe weather on the woyaer from Marsellies. She came out of the dock in the evening, and will wait instructions from her owners.

SPOKEN.

Bark Spirit of the Dawn (Br), from Portland, O, for Liverpool, April 26, on Equator. Bark Canny Scot (Br), from Melbourne for New York, May 2, int 37 M, ion 71 St. Schr Win Demning, of Camden, from New York for ——, April 26, in 22 to 1 N, ion & it 1 W.

OUR CABLE SHIPPING NEWS.

AFFLEDORS, May 7-Arrived, bark Dueppell (Ger), Krumerica, Darien BRISTOL, May 8-Arrived, bark Ceres (Nor), Gundersen

BARCELONA, May 3-Arrived, ship Favorita (Sp), Amar, Savannan; bark Aurora (Sp), Canto, New Orleans, Duntin, May 7—Arrived, bark Florri M Hulbert, Dudlev. Raltimore via Queenstown. FALMOUTH, May 8-Arrived, bark R C Wylie (Haw)

Walters, Iquique-arrived in the Channel May 8, ship Oasls (Br), Jaques, GRANGHMOUTH, May 8-Arrived, bark Arthur (Ger),

Schaeffer, Darien.

GENOA, May 3-Arrived, bark Marie e Figli (Ital), Scar pati, New York.

HAVER, May & Il AM-Arrived, steamer Ville de Paris

(Pr), Lachesnez, New York. Liverroot, May 7—Sailed, ships Coronet (Br), Brean, United States: Matchiess, Dawes, Caliao; bark Tar-pelan (Br), Young, United States. London, May 17-Arrived, ship Columbus (3we),

QUEENSTOWN, May 7, 7 PM-Arrived, steamer Bothnie-(Br., Moedle, New York for Liverpool; 8th, bark Sel-Pratelli (Ital), Ferro, Philadelphia. Sailed 7th, 5:30 PM, steamer Baltic (Br), Kennedy (not

Republic, Gleadell, New York (from Liverpoot).
SHELDS, May 7—Sailed, ship Pilgrim, Fowle, Hong TRALER, May 7-Sailed, bark Ellisif (Nor), Honge,

United States. Sailed from ----, bark Paolino (Ital), Perrigni (from Leghorn), New York.

LONDON, May S-Ship Salvadora (Sp), Sagaz, from St Annah April 8 for Liverpool, is ashore near Holyhead, and will probably be lost. Her crew have landed.

Bark Marco Polo (Ger), Schafer, from New York for Bremen, is stranded at Andreselle. The crew have reached the shore. An unsuccessful attempt was made to float her. Another effort will be made to night.

FOREIGN PORTS

ARICHAY, CB. April 28—Arrived, brig Arab (Br), Landry, Boston for N Pierre, Miq.
BELFART, May 7—Arrived, bark J P Berg (Nor), Andersen, Philadelphia.
CERU, March 19—In port ship Monte Ress, Carter, from Nunia, arrived 13th, for Liverpool.
CALCUTA, May 1—Arrived previous, ship Sea Witch, Lunt, Liverpool. Lunt, Liverpoof.
FOOCHOW, March II—Arrived, bark Adele, Lapham,
Shanghai (and sailed 20th to return).
Various Point, May 8, 4 AM—Arrived, steamer Pelynesian (Sr., Brown, Laverpoof for Quebec.
Hone Kono, May 4—Arrived previous, ship Highlander,
Wilcomb. San Francisco.
HATARA May 7—Arrived, brig Lady Mary (Br.), St. Whileomb. San Francisco.

Bayasa, May 7-Arrived, brig Lady Mary (Sr), St.

Johns, NF.

Sailed 7th, steamer Austin, Simpson, Rockbort (Texas).

Halifal, May 7-Arrived, sohrs Eagle, Provincetown;

Water Spirit, tilouceser: Humbold, Western Banks,

Arrived 8th, steamer Alpha (Br), Bermuda and St Tho-

Arrived 8th, steamer Alpha (Br), Bermuda and St Tho1088
110110, March 13-In port ship Wm Woodbury, Cartle,
110110, March 13-In port ship Wm Woodbury, Cartle,
110110, March 13-In port ship Wm Work via Manila or
Cellu.
1107, Byan, New York.
Martla, March 18-In port ships fromside (Br), Spen,
cer, for Boston, idg: Bonner Hill, Davia, unc.
Salied March 19, Ship Corona (Br), Robertson. New
York.
Quence. May 7-Arrived, steamer Phonician (Br), YOFK.

QUEERC, May 7—Arrived, steamer Phonician (Br),

Scott Gasgow for Montreal.

REVAL May 5—Arrived, ship Roqena, Hagan, Savannah. nah. Bio Jasuno, May 2—Sailed, steamer Cincora (Br), for Baitimore, with 16,000 bass coffee. Baylonx, NB. May 8—Cleared, ship Andrew Lovitt (Br), Penarin Roads, soft Unexpected (Br), New York.

MISCELLANEOUS.

A BSOLUTE DIVORCES OBTAINED PROM DIFFER-ent states; no publicity; advice free; Notary Pub-lic, Commissioner of Deede for every State; Law Docu-ments properly prepared. Attorney, No. 503 Broadway.

A BSOLUTE DIVORCES OBTAINED FROM DIFFER.
A ent States; legal everywhere; desertion, &c., sufficient cause; no publicity required; no charge until divorce granted; advice free. M. HOUSE, Attorney, 194 Broadway. NERVOUS DEBILITY, WEAKNESS, AC.

WINCHESTER'S SPECIFIC PILL, a certain and speedy ours for Nervous Debility, Weakness, &c.; tested for 30 years with perfect success. For further information send for a circular. Prices \$1 per box, six boxes \$5, by mail, securely sealed, with full directions for use. Prepared only by WINCHESTER & CO., Chemists, \$6 John street, New York.

THOMAS R. AGNEW, 39 VESEY STREET, IS NOW selling the choicest Teas and Coffees at the lowest possible price: the people should know it. Remember 39 Vegey street.